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Central Artery/Tunnel

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## InterOffice Memorandum

**To:** Files  
**Date:** July 27, 1993

**From:** Virginia Ferriday  
Urban Design Dept.  
**File No:** UD-4.4.6  
AD-2.2

**Subject:** South Bay Interchange Little  
League Site  
**Copies To:**

The Chinatown community presently lacks adequate open space for active recreation. Community representatives, BRA staff and the City of Boston Parks and Recreation staff are looking for opportunities to establish recreational facilities on joint development parcels created by the new CA/T alignment.

Joint development sites to be created by the Project along Hudson and Kneeland streets will be dimensionally adequate to accommodate court facilities (volleyball and/or basketball). It is expected that following CA/T construction the existing Pagoda Park, which includes three volleyball/basketball courts, will be permanently located on one of these parcels.

Community representatives have also expressed the desire for a little league baseball diamond that would be perceived as specifically serving the Chinatown community. (Existing nearby baseball facilities are shared with other neighborhoods.) As the only potential site in the Chinatown District large enough, the I-93/I-90 infield has been proposed by community representatives as a site for the baseball diamond. Following are issues related to the proposed location.

Location in relation to other land uses. The Chinatown District includes a predominantly commercial area north of Kneeland Street and a predominantly residential area south of



Kneeland Street. (See Figure I.) Because of the scarcity of rentable spaces in the commercial area Asian American businesses are locating in the Leather District and south of the Mass Pike along Washington Street. A sizable population of Asian Americans also resides south of the Mass Pike.

The joint development parcel along Hudson Street will most likely be developed for housing and open space. The Chinatown Gate Parcel will become a neighborhood "commons" (i.e. with space for festival celebration, outdoor cafes, etc.). The remainder of the parcels will be developed for commercial uses and open space.

Access to infield. CA/T Preliminary Design for the I-93/I-90 Interchange includes a two-way roadway entering the infield southwest of the Wang Building (See Figure II). Although no sidewalks are planned for this access road, viaduct and boat section profiles would allow for a sidewalk along either side.

Sidewalks will be provided along Albany Street Extension, Ramp X and the South Station Connector between Albany Street Extension and Ramp X. A pedestrian ramp/stair in the Hudson Street Parcel will connect these sidewalks to the Chinatown residential area. The intersections of the Connector with Albany Street Extension and Ramp X will be signalized. It would, therefore, be possible to provide pedestrian access to the infield from the Connector/Ramp X intersection via a pedestrian bridge and stair/ramp structure.

Good design would include two means of access/egress at opposite ends of a baseball field. In this case, because of the infeasibility of providing vehicular and/or pedestrian access under or over the I-93 SB mainline, such a location for the secondary access point is not possible.

Locating a baseball diamond in the infield might result in additional access requirements for emergency and maintenance vehicles. The proposal should, therefore, be reviewed by the City of Boston Fire Department and the maintenance staff of the Department of Parks and Recreation.

Safety. Design and management of the baseball field would have to address the safety of both users and motorists.



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The infield would have to be completely enclosed with fence high enough to prevent users from gaining access to the highway and to prevent balls and other objects from being thrown or hit onto the roadways. Although the facility will be designated for Little League use there will be no way to absolutely prevent its use by older players. Baseball trajectories and the fence heights required to contain them are shown on Figure III.

Motorists negotiating the curving ramps in the Interchange could be distracted by baseball activity in the infield. To avoid this potential hazard visual screening should be provided at strategic locations.

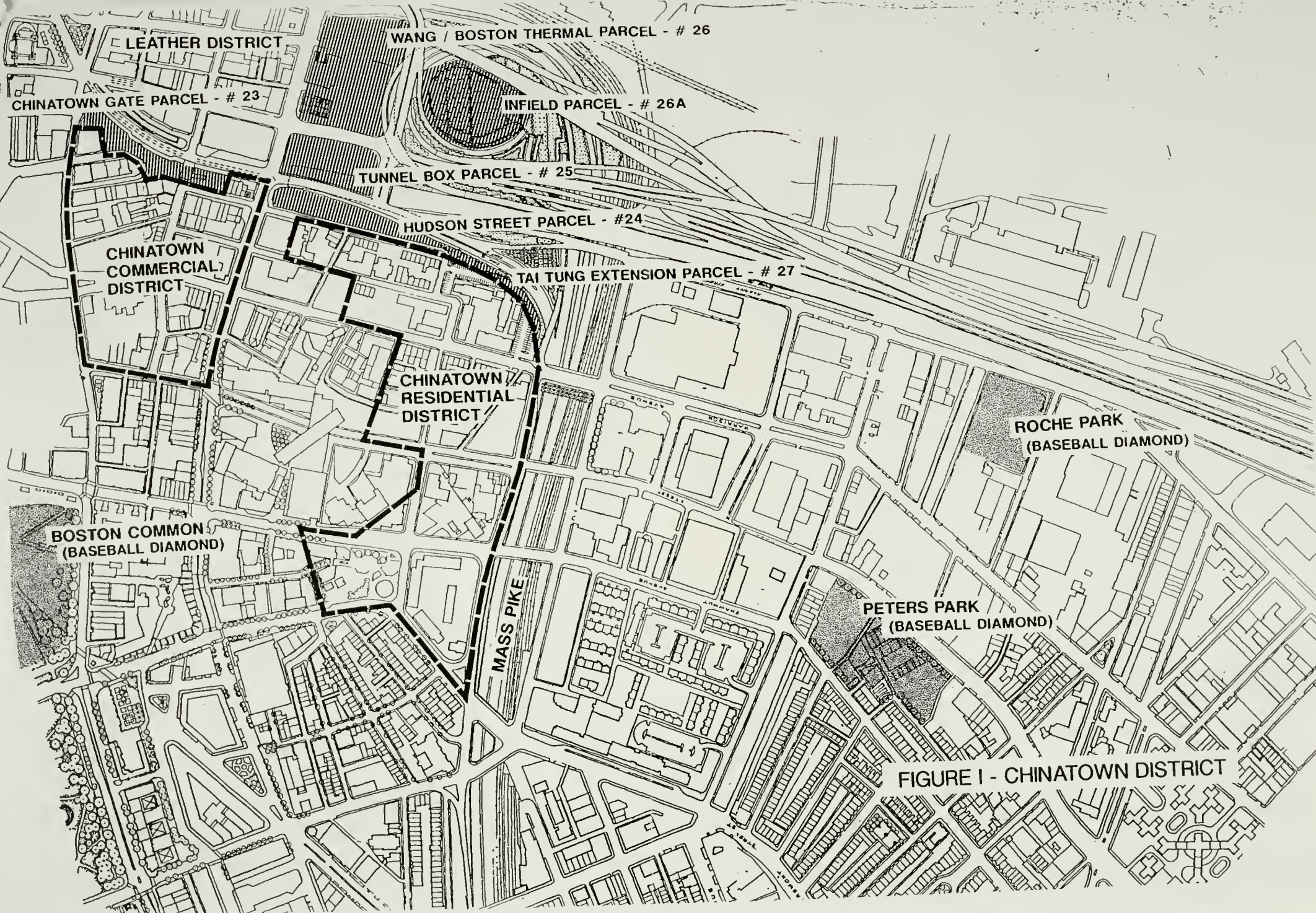
Because of the industrial nature of development along I-93 and the nearby location of a large shelter for the homeless, the I-93/I-90 Interchange area is often frequented by transients. Preventing the infield from being used as a "campground" will require close supervision. Chinatown community representatives have said that a community organization could provide the necessary supervision.

Noise. Studies undertaken in connection with design of the proposed noise barrier along Hudson Street indicated that noise generated by traffic in the I-93/I-90 Interchange will exceed standards for parks. The FHWA funds noise barriers only for parks in existence or with plans approved prior to design of the highway. The Little League field would, therefore, not qualify for FHWA-funded noise mitigation measures.

Lighting. If the baseball diamond was lit for night use lights would have to be placed and shielded so that motorists' perceptions of the roadway and traffic movement would not be negatively impacted.











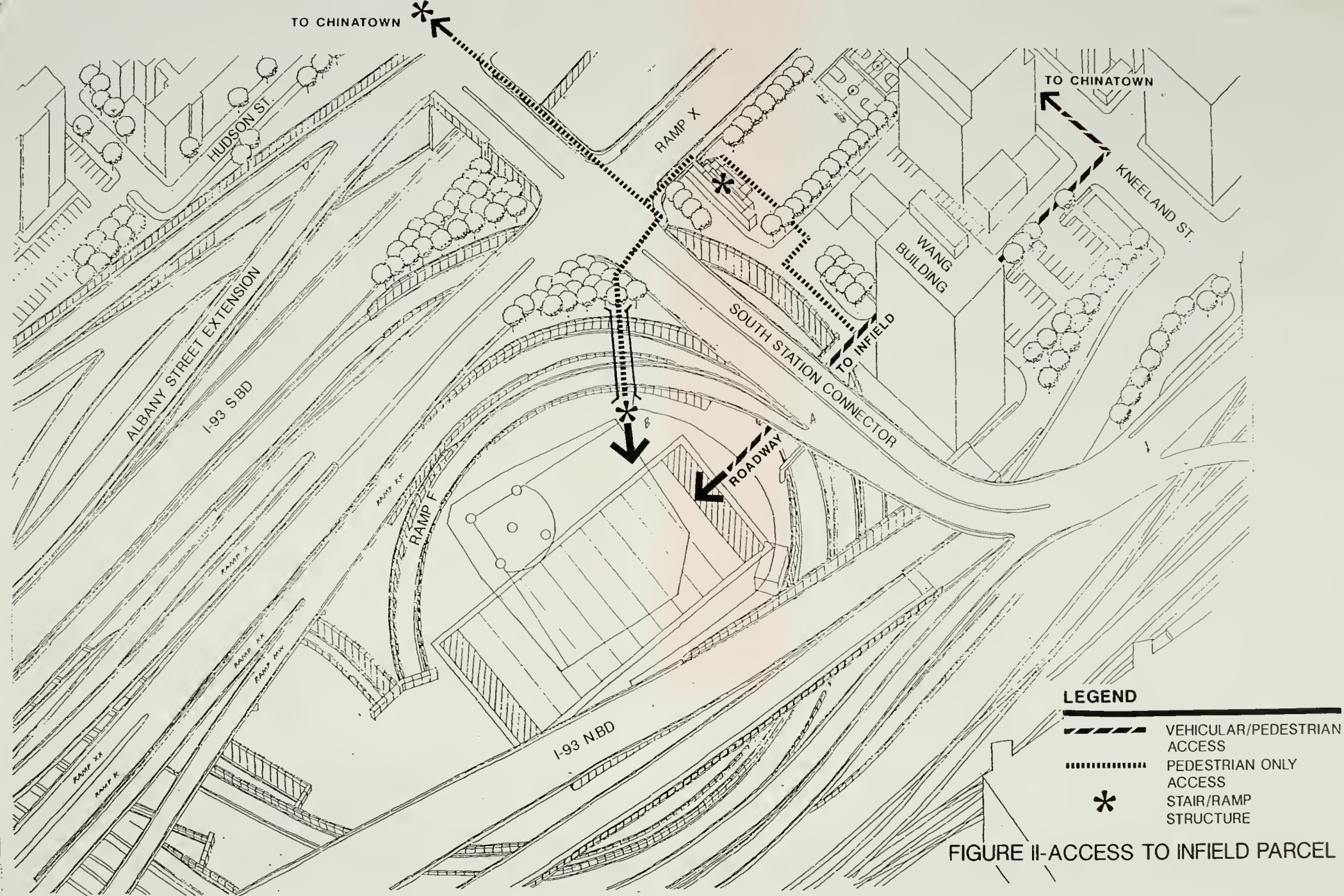
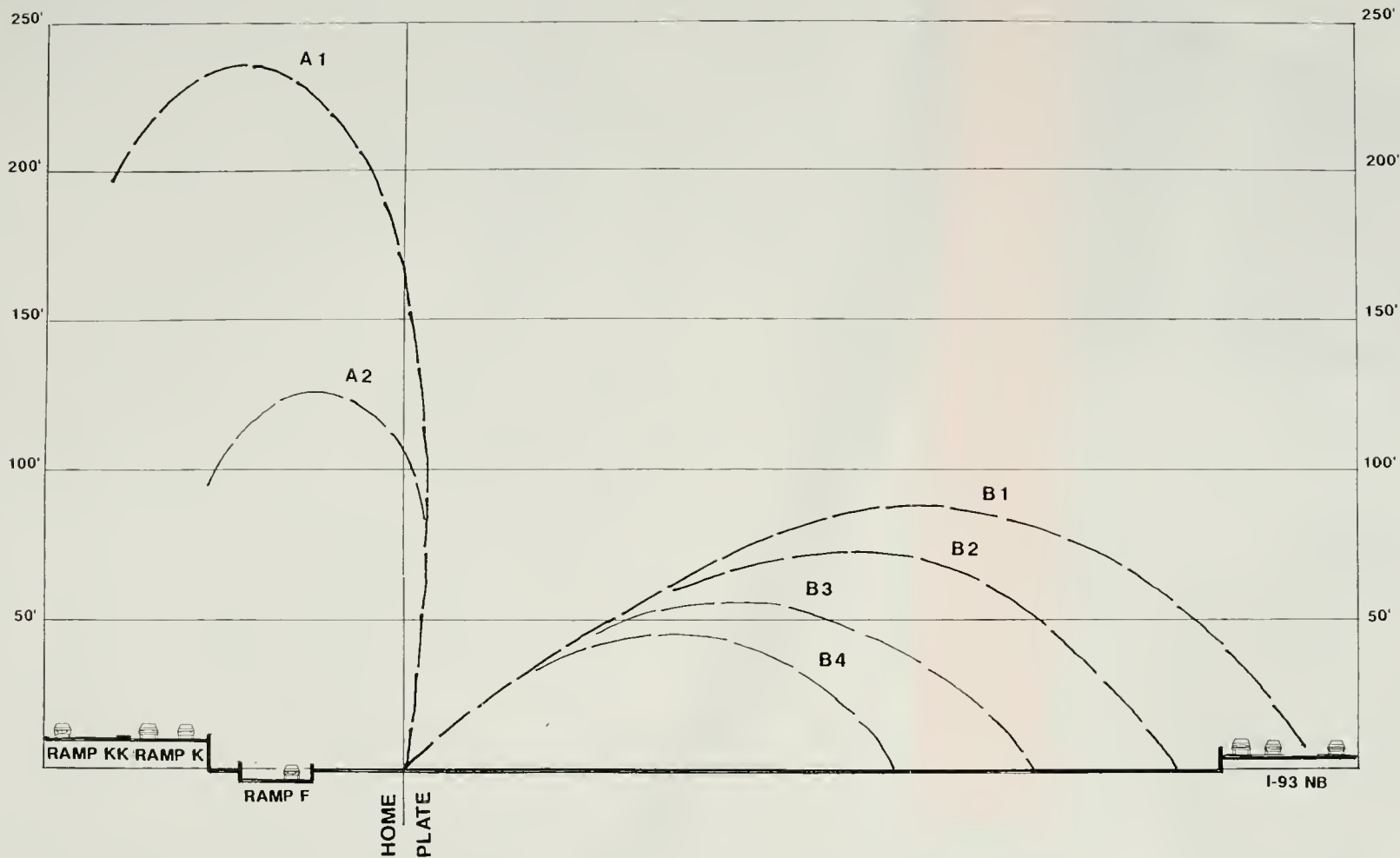


FIGURE II-ACCESS TO INFIELD PARCEL





SCALE 1" = 40'

- A1. TRAJECTORY OF 85 MPH BALL STRUCK BY BAT SWUNG UNDER THE BALL BY 2" WITH 70 MPH BAT SPEED (ADAIR, ROBERT K., THE PHYSICS OF BASEBALL, 1990, FIGURE 5.2 P. 83)
- A2. ESTIMATED LITTLE LEAGUE TRAJECTORY (CA/T URBAN DESIGN DEPT.)
- B1. TRAJECTORY OF 90 MPH BALL PROJECTED AT 35 DEGREE ANGLE (ADAIR, FIGURE 2.4, P. 16)
- B2. TRAJECTORY OF 80 MPH BALL PROJECTED AT 35 DEGREE ANGLE (IBID.)
- B3. ESTIMATED TRAJECTORY OF 70 MPH BALL PROJECTED AT 35 DEGREE ANGLE (CA/T URBAN DESIGN DEPT.)
- B4. ESTIMATED TRAJECTORY OF 60 MPH BALL PROJECTED AT 35 DEGREE ANGLE (CA/T URBAN DESIGN DEPT.)

FIGURE III -  
SECTION THROUGH INFIELD SHOWING BASEBALL TRAJECTORIES





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